



Circulation

The Circulation Element offers mechanisms for making Morgan Hill a safe and efficient place to travel, whether by train, bus, car, bike or foot. It contains goals, policies and actions aimed at making the existing road network more efficient and user-friendly, implementing strategies to ensure safe and appropriate operation of the transportation system, solving existing traffic and parking problems, and expanding transit and non-motorized travel opportunities.

Circulation Goals

1. A balanced, safe and efficient circulation system for all segments of the community, meeting local needs and accommodating projected regional and sub-regional traffic while protecting neighborhoods
2. Coordinated transportation planning efforts with local, regional, State and Federal agencies
3. A coordinated, continuous network of streets and roads
4. Emphasis on transportation improvements in the Butterfield, Hale/Santa Teresa, and Monterey corridors
5. Adequate off-street parking
6. A safe and efficient transit system that reduces congestion by providing viable non-automotive modes of transportation
7. A useable and comprehensive bikeway system that safely connects neighborhoods with workplaces and community destinations
8. Expanded pedestrian transportation opportunities
9. A circulation system based on Smart Growth and Sustainable Communities strategies; reflecting a balanced, safe, multi-modal transportation system, especially in Downtown where pedestrian, bicycle and transit facilities will be emphasized along with vehicular facilities.

Traffic and Transportation

Housing and job growth in Morgan Hill and the region is projected to cause vehicle trips to increase by approximately 50% in Morgan Hill by 2030 from 2007 base year levels. The roadway configurations in this Circulation Element are intended to accommodate projected travel demands in the year 2030, including local, sub-regional and regional traffic traveling through Morgan Hill. Congestion in Morgan Hill can be substantially affected by regional traffic if Highway 101 capacity does not meet demand, as regional travelers attempt to decrease travel times by using local roads. Prior to the 2003 completion of Highway 101 widening (from two to four lanes in each direction north of Cochrane Road, and from two to three lanes in each direction south of Cochrane Road), local Morgan Hill roads experienced substantial congestion from regional traffic, however congestion eased significantly after the widening. Morgan Hill arterial and major collector street roadways will continue to serve some level of regional and subregional travel demand into the future. However, substantial commuter traffic is anticipated to be accommodated by Highway 101, which is projected to widen to four lanes in each direction south of Cochrane by 2030, providing a full 8-lane configuration. Continued use of transit opportunities and transit capacity by regional commuters will also continue to accommodate some commuter travel. The traffic modeling completed for the 2010 Circulation Element Update maintained a similar split in 2030 between automobile and transit usage as 2007 base year existing conditions, but policies of this Element support efforts to facilitate increased use of alternate travel modes.

Planned Transportation System

The city transportation system is envisioned as a coordinated combination of public transit and private vehicles, with the majority of trips continuing to be made by private automobile. A key focus during the planning timeframe will be construction of new roadways and segments that will fill in “missing links” and provide for increased connectivity of the roadway system. Examples include but are not limited to completion of the missing Santa Teresa/Hale segments, completion of Butterfield South and Butterfield North road extensions, completion of the Murphy/Mission View Corridor, and construction of a Madrone Parkway Crossing as well as a Llagas Road Connection to link Hale/Santa Teresa to Monterey/Old Monterey. There will also be an increased emphasis on providing for choices in travel mode, particularly for pedestrian and bicycle travel within Morgan Hill.

In the past, Morgan Hill had considered 2-lane roads as collectors and 4-lane roads as arterials. In the 2010 Circulation Element Update, it was recognized that key north-south corridors functioned as arterials, and yet 4-lane capacity was not required. New 2-lane arterial classifications have been incorporated into the Circulation Plan. The “2-lane multi-modal arterial” configuration includes on-street bike lanes but also incorporates a Class 1 bikeway/pedestrian path within a linear park in the right-of-way. A “2-lane minor arterial” is also multi-modal but requires less right-of-way as bike lanes are only provided on-street and standard sidewalks are provided rather than in a linear parkway.

Policies in this element reflect existing public transportation service, support retention and expansion of CalTrain commuter service in the South County, and encourage other alternative transportation modes. Expanded express bus service to employment centers and the CalTrain station will be encouraged, and new bicycle and pedestrian facilities are encouraged. While some double-tracking of the Caltrain corridor and expanded service is planned, extension of light rail service to Morgan Hill is not included in the 2035 Valley Transportation Plan.

As of February 2010 the California High Speed Rail (HSR) Authority is planning the location of a High Speed Rail line, which is intended to serve inter-regional travel rather than local inter-city travel. If it is implemented, it is anticipated that the line through Morgan Hill would be located primarily east of Highway 101, although an alignment on or near the existing UPRR alignment is also being studied. It is anticipated that a HSR station would be located in Gilroy and not in Morgan Hill. Timing of implementation of the segment that includes South County is uncertain, and it is also unknown whether the line would be at grade or elevated/grade-separated from existing and planned local roadways.

Travel forecasts show that substantial roadway improvements will be required in Morgan Hill, to provide for both connectivity and capacity. The local road network will need to be improved to handle increases in both regional travel passing through Morgan Hill and local traffic generated within the city. The city’s LOS policies are designed to reduce the incentive for regional travel to be drawn off the freeway and onto local streets, protect neighborhoods, promote a vital downtown, and focus transportation expenditures on priority improvements offering high performance value. The Tiered LOS Policy, along with completion of planned roadway improvements, are designed to ensure that traffic does not spillover into residential neighborhoods onto streets which are not designed to accommodate sub-regional and regional traffic, as such spillover would create safety and livability issues for local residents. The planned roadway system will appropriately accommodate all travel demands and will avoid spillover traffic in neighborhoods.

The number of lanes on Highway 101 will have a substantial effect on the needed width of local roadways in Morgan Hill. If the capacity of Highway 101 is not increased to meet the demand generated by increased regional traffic, more vehicles will divert off of the freeway, resulting in congestion on local roads. Traffic modeling with Highway 101 at 8 lanes indicates that this effect is not anticipated to the extent that congestion would exceed the city’s applicable Tiered Level of Service standards.

This Circulation Element encourages the widening of Highway 101 to the extent needed to meet forecasted future demand. However, possible right-of-way constraints may result in 10 lanes being the maximum width of Highway 101, and only 8 lanes are assumed to exist by 2030 (2 HOV lanes are assumed to be added to 6 lane freeway). The direct financial cost, the environmental impacts, and the cost of environmental mitigation measures may make the widening of Highway 101 beyond 8 lanes difficult. Therefore, right-of-way for the city roadway system is based on the assumption that Highway 101 will be 8 lanes wide through Morgan Hill by the 2030 planning timeframe. City road improvements would initially be constructed assuming Highway 101 would be 8 lanes wide in 2030. Design of certain multi-modal arterials will accommodate the possibility of converting some right-of-way to additional vehicular lanes in the future in the event that Highway 101 is not widened to 8 or 10 lanes, and to accommodate road capacities that may be determined to be needed in the years beyond 2030.

Major features of the future circulation system are shown on *Map 4* and the planned classifications and functions of these key roadways are summarized below.

North-South Roadways. The following is a summary description of major north-south roadways.

Highway 101. This Circulation Element encourages the widening of Highway 101 through Morgan Hill to the extent needed to meet future demand. For 2030 an 8-lane freeway is assumed.

Monterey Road. The Circulation Plan shows Monterey Road as a four lane arterial, except that between a point just north of Cochrane Road and the city limits it is planned to be widened to six lanes (beginning where one southbound lane becomes an eastbound left-turn lane). The existing segment of Monterey Road that is only 3 lanes as it passes under the railroad corridor is planned to be widened to 4 lanes.

This Circulation Element also provides the option for the City of Morgan Hill to decide to narrow Monterey Road from its existing 4 lanes to a 2-lane arterial through Downtown, as the Master EIR for the Downtown Specific Plan and the EIR prepared for the 2010 Circulation Element Update contain information about impacts and LOS conditions under both scenarios. In 2010/2011 the City plans to carry out a streetscape design alternatives planning process, which will consider both the 4-lane and 2-lane configurations prior to any City Council decision about number of lanes and allocation of the right of way to purposes such as vehicular lanes, bicycle lanes, widened sidewalks, on-street parking, median, bus turnouts and shelters, landscaping, and gateway entrances.

Butterfield Boulevard. As of 2010, Butterfield Boulevard extends from Cochrane Road to Tennant Avenue. North of Cochrane Road, it is planned to be a 2-lane arterial that connects to Madrone Parkway. South of Cochrane Road, it is envisioned as a 4-lane arterial with no on-street parking, with a grade-separated overcrossing of the railroad tracks at the south end to connect with Watsonville Road. In the segment between Cochrane and Tennant, the arterial exists in a 4-lane multi-modal configuration, with a separated Class 1 bikeway and pedestrian path. This segment has sufficient right of way to enable a future 6-lane configuration, if needed. While not analyzed or included in the Circulation Plan for 2030, future consideration should be given to extending Butterfield north of Madrone to connect to Burnett Avenue, perhaps then curving northwest to connect to Tilton Avenue.

Hale/Santa Teresa Corridor. The Hale/Santa Teresa Corridor, which includes Santa Teresa Boulevard, Sunnyside Avenue, DeWitt Avenue, and Hale Avenue, is envisioned as a single continuous route. New segments and improvements within Morgan Hill are planned as a 2-lane multi-modal arterial, with a separated Class 1 bikeway and pedestrian path in a linear parkway. The 2-lane multi-modal segments would have sufficient right of way to enable a future 4-lane configuration, if needed. Existing segments should be improved to the 2-lane multi-modal standard as funding allows; grants should be pursued to add sidewalks and bicycle facilities. The City will

work the County of Santa Clara to seek funding to improve the existing segments within the County to better accommodate bicyclists and pedestrians.

Murphy Avenue/Mission View Drive Corridor. Murphy Avenue exists south of Diana Avenue. This Circulation Element plans for a northern extension of Murphy Avenue to connect with Mission View Drive, and designates the Murphy/Mission View Corridor as a 2-lane multi-modal arterial (without the linear park component). While not analyzed or included in the Circulation Plan for 2030, future consideration should be given to extending Mission View Drive north to connect to Burnett Avenue.

Hill/Peet Road Corridor. Hill Road exists between East Main Avenue and Maple Avenue. This Circulation Element encourages the northern extension of Hill Road to connect with Peet Road, and designates the Hill Road Corridor as a 2-lane minor arterial.

Condit Road. This Circulation Element designates Condit Road as a 2-lane major collector.

East-West Roadways. The following is a summary description of major east-west roadways.

Cochrane Road. This Circulation Element designates Cochrane Road as a 6-lane major arterial with no on-street parking from Monterey Road east across Highway 101 to Mission View Road, with four lanes from there east to Peet Road.

Edmundson Avenue. This Circulation Element designates Edmundson Avenue as a 4-lane arterial from Monterey Road to Piazza Way.

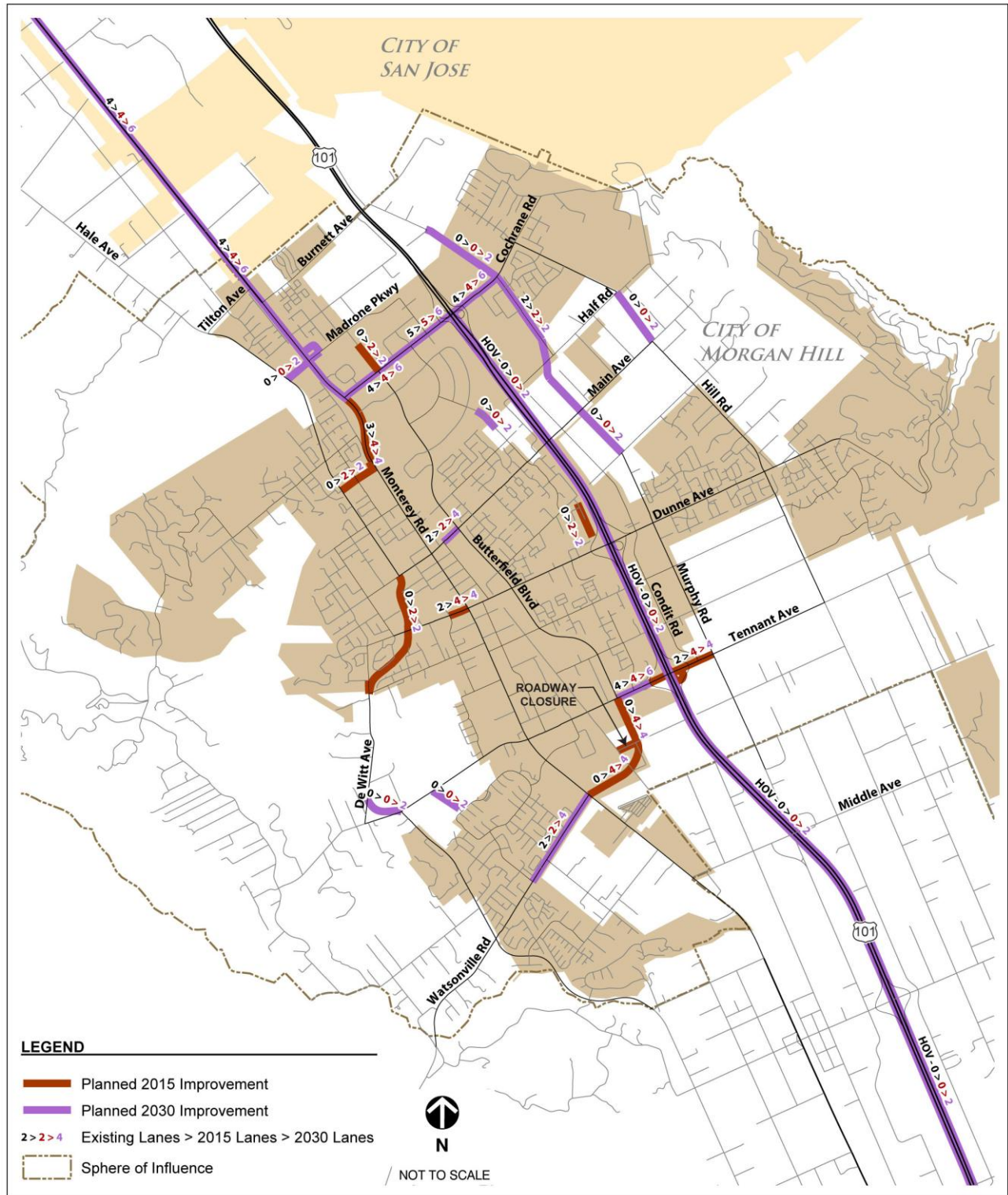
Madrone Parkway. This Circulation Element designates Madrone Parkway as a 2-lane minor arterial from Hale Avenue to Butterfield Blvd. In the long term, it is planned to be grade-separated from the Union Pacific Railroad tracks, however as an alternate or interim improvement the City may pursue a 2-lane at-grade crossing in exchange for closing the existing 2-lane at-grade crossing at San Pedro.

Main Avenue. This Circulation Element designates Main Avenue as a 2-lane arterial from Hale Avenue to Hill Road, except that it is planned for 4 lanes between Depot Street and Butterfield Boulevard. Where right-of-way allows, multi-modal improvements should be added as funding allows.

Dunne Avenue. This Circulation Element designates Dunne Avenue as a 4-lane major arterial, except that it is a 2-lane arterial between Del Monte Avenue and Peak Avenue.

Tennant Avenue. This Circulation Element designates Tennant Avenue as 6-lane major arterial between US 101 ramps and Butterfield, and a 4-lane major arterial from Juan Hernandez to Monterey Road and from US 101 ramps to Hill Road.

Watsonville Road. This Circulation Element designates Watsonville Road as a 4-lane arterial from its connection with Butterfield Boulevard, over Monterey Road to La Alameda, and a 2-lane arterial thereafter.



Level of Service

Level of Service (LOS) is a way of measuring how well a road is operating, based on average control delay per vehicle, and in some analyses based on the ratio of the volume of traffic to the capacity of the road. LOS A is a free flowing condition and LOS F is extreme congestion, with traffic volumes at or over capacity.

The planned city circulation system is designed to operate at LOS D for most intersections and roadway segments, except that in the Downtown LOS F is acceptable as defined by Policy 3d, and LOS E is acceptable for certain intersections, freeway ramps/zones, and segments as identified by Policy 3d. Definitions of the LOS levels that are used by Morgan Hill are the current industry standards described in the *Highway Capacity Manual (HCM)* used by transportation engineers, as they currently or may later be defined. The definitions in use are contained within the city's "Guidelines for Preparation of Transportation Impact Analyses".

Goal 1: A balanced, safe and efficient circulation system for all segments of the community, meeting local needs and accommodating projected regional and sub-regional traffic while protecting neighborhoods

Policies

- 1a. Plan, construct and maintain a coordinated and efficient system of local streets and highways throughout the community, meeting local needs and accommodating projected regional and sub-regional traffic while protecting neighborhoods from cut-through traffic.
- 1b. Plan for roadway system right-of-way based on the assumption that Highway 101 will be 8-lanes wide through the city by 2030.
- 1c. Provide a balanced transportation system which assures access to all, and which integrates all appropriate modes of transportation into an effectively functioning system, including such modes as auto, ride sharing, public rail and bus transit, bicycling and walking. (SCJAP 11.00 & 11.01)
- 1d. Ensure compatibility of the transportation system with existing and proposed land uses, promoting environmental objectives such as safe and uncongested neighborhoods, a pedestrian-friendly vibrant downtown that emphasizes non-auto transportation modes, energy conservation, reduction of air and noise pollution, and the integrity of scenic and/or hillside areas. (SCJAP 11.02)
- 1e. Implement strategies to ensure safe and appropriate operation of all components of the transportation system, such as programs to lower crash rates and reduce the number of transportation-related injuries in the city through education, enforcement, engineering strategies, physical improvements, and operational systems. Prioritize strategies that improve safety for students, pedestrians and bicyclists.

Action

- 1.1 Use techniques for ensuring that right-of-way for local roads is available at appropriate times and locations to accommodate traffic conditions associated with an 8-lane configuration for Highway 101, such as traffic impact fees, use of redevelopment funds, pursuit of grants, and prioritizing improvements through the Capital Improvement Program (CIP).

Goal 2: Coordinated transportation planning efforts with local, regional, State and Federal agencies

Policies

- 2a. Work with the County, VTA and Caltrans to maintain a long-range coordinated regional transportation system, using highways, commuter rail systems, High Occupancy Vehicle (HOV) lanes on freeways, ramp metering, and other strategies.
- 2b. Work with the County and other agencies to plan and develop an effective sub-regional long-range transportation system to link Morgan Hill with areas to the north and south without promoting congestion in local neighborhoods, particularly along Butterfield Blvd. and Santa Teresa Blvd. Congestion on Monterey Rd. in Downtown Morgan Hill will be tolerated in order to promote a pedestrian-friendly character and favor transit-oriented development.
- 2c. Work with the Santa Clara County Valley Transportation Authority (VTA) toward relieving congestion in the city by improving access to the freeway.
- 2d. Work with VTA and Caltrans to ensure widening of Highway 101 to 8 lanes by 2030 to accommodate expected traffic volume, and to plan for and implement appropriate strategies such as ramp metering, speed harmonization, tolling, using available transit and carpool lane capacity, High Occupancy Toll Lanes, or other strategies. Consider encouraging VTA and Caltrans to plan for 10-lanes as appropriate to accommodate future traffic volume beyond 2030.
- 2e. Integrate planning for land use and transportation development by insuring that the timing, amount, and location of urban development is consistent with the development of the transportation system capacity, and that land uses are designed to promote use of appropriate transportation modes in a manner that supports smart growth and sustainable communities principles. (SCJAP 11.05)



Actions

- 2.1 Support the VTA Long Term Transportation Planning efforts and actions.
- 2.2 In cooperation with the County, work with the Association of Bay Area Governments, the Metropolitan Transportation Commission, VTA, Caltrans, and the U.S. Department of Transportation to implement regional transportation plans and develop sustainable communities strategies.
- 2.3 Work with the VTA to develop a Transit Management Plan addressing multiple transportation modes as a means of reducing vehicle trips during peak traffic hours.
- 2.4 Ensure that the city's transportation model is kept up to date to reflect development as it occurs, and schedule Morgan Hill traffic model updates in conjunction with General Plan Updates and/or to coincide with or incorporate VTA model updates. Approximately every 5 years, strive to update the model with updated land use and circulation network projections, and to complete a comprehensive Future Improvements Transportation Study to identify whether amendments to the Circulation Plan are warranted, and to provide information about the priority and timing of needed transportation improvements.
- 2.5 Improve coordination and cooperation between the South County Cities and the County on all South County transportation planning. (SCJAP 11.07)

- 2.6 Conduct a study to identify techniques to accomplish the following objectives and incorporate the techniques identified in the study into approvals for future private development and Capital Improvement Planning.
1. Provide traffic calming on City streets as may be needed to enhance safety.
 2. Move traffic with destinations outside of Morgan Hill to Highway 101 efficiently on major and minor arterial streets, minimizing impacts on local neighborhood streets.
 3. Implement strategies to encourage regional commuter traffic to use Highway 101 for access to areas outside of Morgan Hill and to avoid using Morgan Hill local neighborhood streets for the purpose of commuting between the south and the north of Morgan Hill.
 4. Pursue grants and other funding opportunities to install sidewalks, bike lanes, and/or bicycle-pedestrian paths or lanes where such improvements do not presently exist in developed areas and along arterial streets, particularly for the Hale/Santa Teresa/DeWitt/Sunnyside corridor west of US 101 and the Murphy/Mission View corridor east of US 101.

Goal 3: A coordinated, continuous network of streets and roads

Policies

- 3a. Achieve and maintain an equitable, full-cost recovery funding and capital expenditure system to ensure that roadways are constructed or improved when needed. Use a variety of sources to ensure sufficient funding for roadways, including but not limited to impact fees, redevelopment funds, grants, and revenues from federal and state sources. Ensure eligibility of arterials and collectors for state and federal funding by updating the California Road System and other lists as appropriate.
- 3b. Avoid creating incomplete public improvements that create public safety hazards.
- 3c. Require developers to provide for the construction of their portions of arterial and collector streets at the time of development.
- 3d. As the Level of Service (LOS) Policy and design criteria for roadway improvements, use a Tiered LOS Standard as follows:
- LOS F in the Downtown at Main/Monterey, along Monterey Road between Main and Fifth Street, and along Depot Street at First through Fifth Streets; and
 - LOS D for intersections and segments elsewhere; except
 - Allow LOS E for identified freeway ramps/zones, road segments and intersections that (1) provide a transition to and are located on the periphery of downtown; (2) are freeway zone intersections; and/or (3) where achieving LOS D could result in interim intersection improvements which would be “over-built” once the city’s circulation network has been completed, and/or would involve unacceptable impacts on existing buildings or existing or planned transportation facilities including roads, sidewalks, bicycle and transit facilities; and/or would involve extraordinary costs to acquire land and existing buildings and build the improvement in relation to benefits achieved; and/or the facility would be widened beyond requirements to serve local traffic, in that the facility accommodates a significant component of peak hour sub-regional and regional through traffic. In order to reduce the incentive for regional travel to be drawn off the freeway and onto local neighborhood streets, protect neighborhoods, avoid overbuilding intersections, and to create an incentive for using alternate modes of travel, LOS E during peak hours of travel is acceptable for the following identified freeway ramps, road segments and intersections:
 - Main Avenue and Del Monte Avenue
 - Main Avenue and Depot Street
 - Dunne Avenue and Del Monte Avenue
 - Dunne Avenue and Monterey Avenue
 - Dunne Avenue and Church Street; also until closed: Dunne Avenue and Depot Street
 - Cochrane Road and Monterey Road

Tennant Avenue and Monterey Road
 Tennant Avenue and Butterfield Boulevard
 Cochrane Road Freeway Zone: from Madrone Parkway/Cochrane Plaza to Cochrane/DePaul Drive
 Dunne Avenue Freeway Zone: from Walnut Grove/East Dunne to Condit/East Dunne
 Tennant Avenue Freeway Zone: from Butterfield/Tennant to Condit/Tennant Freeway Ramps

[Note that the transportation modeling completed for the 2010 Circulation Element Update indicates that LOS E or F is not projected to actually occur at all of these areas in the 2030 timeframe analyzed, but LOS E or F will be considered acceptable in future traffic studies prepared for future proposed developments: LOS E or F as identified to be acceptable by Policy 3d in this Circulation Element will not be considered a significant impact, traffic studies will not need to identify improvement(s) that would improve LOS to D, and development projects will not need to mitigate their share of the impacts on these intersections. The City may elect to pursue improvement projects at certain intersections, but developers and the City would not be required to do so, and thus EIRs would not be required for future development projects that involve impacts to intersections where no improvement is possible and the impacts cannot be mitigated to LOS D. Findings made in conjunction with certification of the Final EIR prepared for the 2010 Circulation Element Update has provided the CEQA clearance for the downtown LOS F areas and for the below-identified ramps, road segments and intersections to operate at LOS E in the future.]

- 3e. To the maximum extent possible, fund those road improvements that are required to correct existing deficiencies from general road fund revenues, redevelopment tax increment funds, and grant sources that may be available.
- 3f. Require the following streets to be built to arterial standards in the locations and at the number of lanes shown on the Circulation Element Map, and encourage the County to improve county arterial roadways to appropriate arterial standards in unincorporated areas. As described by the “Planned Transportation System (2030)” description of the major planned roads in this Circulation Element, the nature of the arterials will range from a 2-lane minor arterial, 2-lane major arterial, 2-lane multi-modal arterial, 4-lane or 6-lane major arterial, and 4-lane multi-modal arterial.

North/South Arterial Roadways

- Butterfield Boulevard (Cochrane Road to Monterey Road)
- Hill/Peet Road Corridor (Cochrane Road to Tennant Avenue)
- Monterey Road (the current 4-lane arterial may be narrowed to a 2-lane arterial)
- Murphy Avenue/Mission View Drive Corridor (Cochrane Road to Maple Avenue)
- Santa Teresa/Hale Corridor

East/West Arterial Roadways

- Cochrane Road (Monterey Road to Peet Road)
- Dunne Avenue (Santa Teresa Corridor to Gallop Drive)
- Edmundson Avenue (Santa Teresa Corridor to Monterey Road)
- Main Avenue (Hale Avenue to Hill Road Corridor)
- Madrone Parkway (west and east of Monterey Road)
- Llagas Road Connection (Hale/Santa Teresa Corridor to Monterey/Old Monterey)
- East Middle (Monterey Road to Murphy Avenue – outside City of Morgan Hill Sphere of Influence)
- Tennant Avenue (Monterey Road to Hill Road)
- Watsonville Road (connected to Butterfield Corridor)

- 3g. As a good practice measure to support pedestrian safety and promote safe vehicular travel, the City should carry out regular monitoring of the unsignalized intersections in the Downtown area,

especially those at Monterey/Fifth, Monterey/Fourth, and Monterey/Central, to evaluate the possibility of restricting cross traffic movements or implementing other restrictions supportive of safe travel downtown.

- 3h. The City should evaluate the traffic lights and controls at the Main/Monterey intersection, and study not allowing left turns from Main to Monterey and to parking lots in either direction during peak hours or all hours, and implement as feasible.
- 3i. The City, Redevelopment Agency and property owners of the existing banks on the southwest and southeast corners of the Main/Monterey intersection should work together to explore the feasibility of redevelopment of those properties in a manner that would allow for road and operational improvements to improve traffic flow at that key intersection.
- 3j. In order to provide a continuous north-south travel route to, from and within Downtown, the City should re-route Depot Street south through the existing Community and Cultural Center parking lot to connect to Church Street, and should explore the feasibility of extending Depot Street north to curve over and connect to McGlaughlin through to Central Avenue.
- 3k. Require development that occurs along arterial streets to obtain access through a local street or major entrance and not through curb cuts directly onto the arterial street wherever possible.
- 3l. Require Planned Developments (PDs) for commercial, office or industrial uses at the intersections of Highway 101 and arterial streets (as designated on the Circulation Element Map) to take access from a public street intersecting with the arterial street a minimum distance of 600 feet from the freeway on and off ramps unless the City Engineer finds that direct access to the arterial street or closer access will meet safety standards or that mitigating actions will be taken to ensure safe access and minimum interference with traffic flows.
- 3m. Plan for the construction of grade-separated crossings of the Union Pacific railroad to improve emergency vehicle response times, and minimize conflicts between railroad trains and on-road vehicles. California Public Utilities Commission approval is required to modify an existing highway rail crossing or to construct a new crossing. Grade-separated crossings should be encouraged at the following locations:
 - Dunne Avenue (Depot Street to be re-routed through the existing Community and Cultural Center parking lot to create an intersection with Church Street either prior to or in conjunction with the grade separation project);
 - The future easterly extension of Watsonville Road to connect with Butterfield Boulevard (as an overcrossing); and
 - Madrone Parkway Crossing north of Cochrane Road. In the long term, the Madrone Parkway Crossing is planned to be a 2-lane arterial grade-separated from the Union Pacific Railroad tracks, however as an alternate or interim improvement the City may pursue a 2-lane at-grade crossing in exchange for closing the existing 2-lane at-grade crossing at San Pedro.
- 3n. Give special consideration to the design of Monterey Road, balancing its functions as an arterial street, a “main street” accommodating downtown activities, and as an access road to the downtown and the major commercial areas of the city.
- 3o. Require arterial streets to minimize the use of fences and walls in adjacent developments wherever possible. Strive to accommodate all modes of travel on arterial streets, and improve the Butterfield Corridor, Monterey Road Corridor, and Hale/Santa Teresa Corridor to the extent feasible as well-landscaped multi-modal boulevards.
- 3p. Continue to implement the program for planting street trees and landscaping arterial streets and major intersections.

- 3q. Establish and maintain the right-of-way for two continuous arterial corridors east of Highway 101, generally utilizing the existing alignments of Murphy Avenue/Mission View Drive and Hill/Peet Roads, including a northerly new connection of Hill from Main Avenue to Half Road.
- 3r. Establish and maintain the right-of-way for three continuous arterial corridors west of Highway 101, generally utilizing the existing and planned alignments for Santa Teresa/Hale Corridor, Monterey Road, and Butterfield Boulevard Corridor, with planned connections to Madrone Parkway and Watsonville Road. These arterials will reflect different numbers of lanes and improvement standards, but each will provide continuous, linked arterial transportation routes.
- 3s. Cooperate with the County in efforts to connect Murphy Avenue to Mission View Drive and Burnett Avenue, and Hill Road to Peet Road.
- 3t. Obtain sufficient right-of-way for Hale/Santa Teresa Boulevard to accommodate on-street bike lanes, off-street sidewalks and Class 1 Bikeway within a linear park, and medians with turn pockets for new segments, as a multi-modal 2-lane arterial. Pursue funding to improve the unincorporated and existing portions of Hale/Santa Teresa with appropriate pedestrian and bicycle improvements as feasible.
- 3u. Periodically review speed limits on all city streets to ensure that appropriate rates are set as the road network is improved, to avoid “speed traps”, and to support safe neighborhoods.
- 3v. Require the following streets to be built to collector standards in the locations designated on the Circulation Element Map, and encourage the County to improve these roadways to collector standards in unincorporated areas:

North/South Collector Roadways

- Church Street (Dunne Avenue to Tennant Avenue)
- Condit Road
- Del Monte Street (Llagas Road to Wright Avenue, Dunne Avenue to Cosmo Avenue)
- Depot Street
- DeWitt Avenue (Dunne Avenue to Spring Avenue)
- Foothill Avenue
- La Alameda Drive
- Murphy Avenue Corridor (north of Cochrane Road)
- Old Monterey Road (Llagas Road to Monterey Road)
- Olive Avenue
- Olympic Drive
- Peak Avenue
- Saddleback Drive
- Serene Drive - East Lane
- Sutter Boulevard
- Trail Drive
- Vista de Lomas Avenue
- Walnut Grove Drive / Juan Hernandez (Tennant Avenue to Diana Avenue)

East/West Collector Roadways

- Barrett Avenue (Juan Hernandez Drive to Butterfield Boulevard and Church Street to Monterey Road)
- Burnett Avenue (Monterey Road to Vista de Lomas Avenue)
- Central Avenue (Butterfield Boulevard to East Lane)
- Cochrane Road (Peet Road to Malaguerra Drive)
- Cosmo Avenue
- Diana Avenue (Butterfield Boulevard to Laurel Road, Condit Road to Hill Road Corridor)
- East Dunne Avenue (Gallop Drive to Jackson Oaks Drive)

- West Dunne Avenue (Santa Teresa Corridor to DeWitt Avenue)
 - Fountain Oaks Drive
 - Half Road (Condit Road to Hill Road Corridor)
 - Hill Road (Tennant Avenue to Maple Avenue)
 - La Crosse Drive
 - Llagas Road (Old Monterey Road to Woodland Acres)
 - Main Avenue (Hale Avenue to Peak Avenue)
 - Native Dancer Drive
 - San Pedro Avenue (Spring Avenue Connector to Laurel Road, Condit Road to Hill Road)
 - Spring Avenue (Santa Teresa Corridor to San Pedro Avenue Connector)
 - Tennant Avenue (Hill Road to Foothill Avenue)
 - Vineyard Boulevard (La Crosse Drive to Tennant Avenue)
 - Wright Avenue (Monterey Road to Peak Avenue)
- 3w. Preserve options for future transportation facilities in advance of development by such means as identification of routes, acquisition and/or reservation of rights-of-way, setback of development to accommodate future width lines, and limiting of access along future major arterials. (SCJAP 11.06)

Actions

- 3.1 In accordance with the city's Guidelines for Preparation of Transportation Impact Analyses, require proposals to amend the General Plan that would result in an increase in traffic generation to demonstrate that adopted applicable LOS standards would be maintained or that mitigation measures are adequate to maintain acceptable LOS on the street system; unless an EIR is prepared and a Statement of Overriding Considerations is adopted by the City which includes findings about the unacceptable effects that would occur if the full mitigation measures were required (see Policies and Actions under Goal 9) The Findings and Statement of Overriding Considerations adopted with certification of the Final EIR for the 2010 Circulation Element Update in February 2010 meet this policy for establishing the Tiered LOS Standard for the Downtown and the road segments, intersections and freeway ramps/zones identified in Policy 3d.
- 3.2 Develop an ongoing system of traffic counting and monitoring to determine whether or not service levels are being maintained throughout the community and to ensure that the impacts of new development are based on current traffic data.
- 3.3 Use the adopted Guidelines for Preparation of Transportation Impact Analyses in conjunction with the Tiered LOS Policy Standard as the standards and thresholds used by applicants, consultants and City staff in the preparation of traffic studies and application of the LOS standard.
- 3.4 Consult with transportation planners to determine the appropriate assumptions and methodology for addressing traffic analysis for land uses with special analysis issues. These land uses include schools, churches, and recreational facilities where certain transportation modes (e.g., bicycles or pedestrians), or certain types of analyses (e.g., parking, off-peak periods, or weekend periods) are important.
- 3.5 Maintain, regularly review, and update as necessary, the system of fees and assessments to cover the cumulative impacts of new development and land acquisition and construction cost changes on the overall road system.
- 3.6 Use the transportation studies and TIA included in the Environmental Impact Report prepared for the 2010 Circulation Element Update to establish a list of priorities for roadway improvements and establish funding mechanisms to ensure that roadway improvements can be built when needed.
- 3.7 Use financial mechanisms such as assessment districts and reimbursement districts for repayment to developers for one-half street and other public improvements not normally required with the development.
- 3.8 Use City capital funds, redevelopment tax increment funds, assessment district funds, and State and Federal grant funds to complete those portions of arterial streets not upgraded by developers.

- 3.9 Assign all roadways in the city street system to a functional classification (some with sub-classifications), and develop standard improvement designs for each classification and sub-classification. The functional classification system designates the purpose and physical characteristics of the roadways, and is composed of the following seven classifications, with the noted sub-classifications:
- State Freeway
 - 2-Lane Arterial (minor, major and multi-modal)
 - 4-Lane Arterial (major and multi-modal)
 - 6-Lane Arterial
 - Commercial/Industrial Collector (major and minor)
 - Residential Collector (major and minor)
 - Local Street
- 3.10 Establish improvement projects as necessary through assessment districts, grants and other appropriate sources; such as use of Redevelopment Agency funds for all or a portion of the costs of the Tennant/101 Interchange, Hale/Santa Teresa Corridor, Butterfield Corridor and Watsonville Road, and for Monterey Road/Downtown Morgan Hill.
- 3.11 Require parcels within 400 feet of each side of the Union Pacific Railroad right-of-way and adjacent to arterial streets (as shown on the Circulation Element map) to develop in a manner that minimizes interference with future grade separations of the railroad tracks and the arterial street.
- 3.12 Pursue funding sources for conversion of existing at-grade crossings to grade-separated crossings with Union Pacific (e.g., as part of possible future track improvements), and the California Public Utilities Commission (e.g., through CPUC Code Section 1202.5).
- 3.13 The planning and design of the Watsonville Road extension will include a grade-separated overcrossing of the Union Pacific Railroad.
- 3.14 Where appropriate, the street design for Monterey Road should include a landscaped median with left-turn pockets at intervals approved by the City; however in the downtown an alternate design may be approved by the City Council as the result of a streetscape planning process to implement Downtown goals.
- 3.15 Through the Design Permit process, strive to provide a coordinated design for improvements of residential properties fronting on Dunne Avenue in order to maximize the potential for improved landscaping and design.
- 3.16 Landscape and include street trees in the public right-of-way (exclusive of paved areas) and medians.
- 3.17 Until such time that grade-separation funding is available for Madrone Parkway Crossing, the City may pursue approval from Union Pacific and the California Public Utilities Commission to establish a new at-grade crossing for a 2-lane Madrone Parkway Crossing north of Cochrane, in exchange for closing the existing 2-lane San Pedro at-grade crossing, as an alternate or interim improvement.
- 3.18 In cooperation with the County, determine what traffic facilities are needed south of Tennant Avenue and the Hill Road area, with consideration to the location of the city's Urban Limit Line and regional growth projections.
- 3.19 Construct roadway extensions and connections to complete the roadway system.
- 3.20 Require preservation of rights-of-way between existing street portions in order to aid in completing these streets.
- 3.21 Establish Murphy Avenue connecting to Mission View Drive as a 2-lane arterial north-south route. Retain Condit Road as a 2-lane major collector.
- 3.22 Prepare alignment study for the Hill – Peet Road corridor to determine the most appropriate and efficient way of connecting these discontinuous streets.

Goal 4: Emphasis on transportation improvements in the Butterfield, Hale/Santa Teresa and Monterey corridors

Policies

- 4a. Establish, maintain and implement an adequate right-of-way for a major multi-modal arterial along Butterfield Boulevard, with 4 lanes extending from Cochrane Road to its connection with Watsonville Road at Monterey Road at the south end of town; and with 2 lanes extending north of Cochrane Road to connect with Madrone Parkway. While not analyzed or included in the Circulation Plan for 2030, future consideration should be given to extending Butterfield north of Madrone to connect to Burnett Avenue, perhaps then curving northwest to connect to Tilton Avenue.
- 4b. Connect Monterey Road to Butterfield Boulevard both at the north and south end of town - generally in the vicinity of Cochrane Road at the north, and at Watsonville Road at the south.
- 4c. Provide for a new connection of Monterey Road to the Santa Teresa Corridor north of Cochrane Road through the Madrone Parkway Crossing of the UP rail corridor, as well as through the Llagas Road Connection between Old Monterey/Monterey and Hale/Santa Teresa.
- 4d. Provide for the extension of Watsonville Road east across Monterey Road to connect with Butterfield Boulevard.

Action

- 4.1 Use Redevelopment Agency funds to assist with implementation of the Butterfield Boulevard connection south of Tennant to Monterey/Watsonville Road; and take actions to preserve and/or obtain right of way and funding to implement the Butterfield North connection to Madrone Parkway and to establish the Madrone Parkway Crossing of Monterey Road and the UPRR corridor to connect to the Santa Teresa/Hale Corridor. Study and possibly plan for a future extension of Butterfield north of Madrone to connect to Burnett Avenue, perhaps then curving northwest to connect to Tilton Avenue.
- 4.2 For the Monterey Corridor segments outside of Downtown, pursue grants, developer, Redevelopment Agency and other funding sources to make streetscape improvements, including but not limited to filling in missing sidewalks, undergrounding utilities, extending landscaped medians between Dunne and Tennant Avenue, widening the Monterey Road underpass of the UPRR bridge to accommodate 4 vehicular travel lanes along with pedestrian and bicycle facilities; and connecting Old Monterey Road to the future Llagas Creek Drive Connection between Monterey and Hale/Santa Teresa.
- 4.3 For the segment of Monterey Road through the Downtown, the City should carry out a streetscape design alternatives planning process, and consider both the 4-lane and 2-lane configurations, prior to any City Council decision about number of lanes and allocation of the right of way to purposes such as vehicular lanes, bicycle lanes, widened sidewalks, on-street parking, median, bus turnouts and shelters, landscaping, and gateway entrances.
- 4.4 Construct the missing segments and improve the Hale/Santa Teresa Corridor to provide a single continuous route. New segments and improvements within Morgan Hill are planned as a 2-lane multi-modal arterial, with a separated Class 1 bikeway and pedestrian path in a linear parkway. The 2-lane multi-modal segments would have sufficient right of way to enable a future 4-lane configuration, if needed. The City will work the County of Santa Clara to seek funding to improve the existing segments within the County to better accommodate bicyclists and pedestrians.

Goal 5: Adequate off-street parking

Policies

- 5a. Ensure that all developments provide adequate and convenient parking (also see Policy CD-13f). In the Downtown, implement the Parking Resources Supply and Management Strategy in order to monitor and ensure provision of a public parking supply adequate to serve non-residential uses, with no on-site requirement for non-residential development. Continue to identify and implement policies and pricing strategies that encourage alternatives to single-occupant vehicle use.
- 5b. Design development projects with due consideration to linking off-street parking facilities, where applicable.

Actions

- 5.1 Periodically review parking standards to ensure their adequacy.
- 5.2 Review the existing parking ordinance and amend where needed to provide for adequate on and off street parking throughout the city.
- 5.3 Require cross-connection of parking lots, where feasible and practical, at the time of design review for all commercial and industrial developments.

Goal 6: A safe and efficient transit system that reduces congestion by providing viable non-automotive modes of transportation

Policies

- 6a. Coordinate with VTA to provide improved local bus service and to encourage people to ride the bus for local as well as longer trips (e.g., to Gilroy and San Jose). The design of key arterial streets such as Hale/Santa Teresa, the Butterfield Corridor and Monterey Road should consider incorporating bus curb lanes or duckouts, enhanced stop amenities, transit signal priority, and supporting pedestrian improvements.
- 6b. Work with VTA to increase commuter bus service to and from Morgan Hill, including to access mass transit.
- 6c. Investigate the creation of an integrated transit transfer center that would provide convenient transfer between bus, auto, bicycle and rail.
- 6d. Make existing and future commuter bus service convenient and accessible. Coordinate with the Monterey Road streetscape planning process to plan for and implement optimal locations for bus stops, shelters and turnouts in and near the Downtown area.
- 6e. Promote improved local transit service, including shuttle service through the downtown and major shopping and employment centers.
- 6f. Support a Countywide car/vanpool matching program.
- 6g. Support Countywide programs to encourage employers to promote use of mass transportation.
- 6h. Encourage employers to provide a flexible set of working hours to ease traffic congestion.
- 6i. Use advanced technologies to enhance and improve safety and mobility.
- 6j. Expand public transit as needed to meet the changing needs of the area for local and regional access, including such methods as bus, dial-a-ride, paratransit and rail, where appropriate. (11.04)
- 6k. Encourage opportunities for funding partnerships between the City, private enterprises, developers, and VTA to provide enhanced transit services or infrastructure.
- 6l. Investigate opportunities for preparing and implementing Air Quality and Transportation Demand Management Plans by employers and developers of new residential and non-residential developments.

Actions

- 6.1 Encourage and support CalTrain service retention and expansion in Morgan Hill, including in the reverse commute direction.

- 6.2 Work with VTA toward providing express and commuter bus service to connect Morgan Hill with light rail stations.
- 6.3 Work with VTA in planning for maximizing the local road and multi-modal transportation infrastructure to support land uses in a manner consistent with smart growth and sustainable communities principles; completing the planned vehicular roadway network while also supporting policies and actions that enhance access to and use of alternate modes of travel.
- 6.4 Work with the Santa Clara County Valley Transportation Authority (VTA) to develop a transit information center where bus schedules are shown and transfer information is given.
- 6.5 Work with the VTA to install enclosed bus shelters at major bus stops.
- 6.6 Require developers to install bus shelters compatible with City architectural standards, where appropriate.
- 6.7 Investigate the possibility of locating park and ride facilities on the east side of Highway 101.
- 6.8 Investigate methods of working with employers to encourage 10 percent of employees to utilize carpools, transit or other systems consistent with transportation demand management programs.
- 6.9 Investigate methods of encouraging or requiring employers with 10 or more employees to provide parking with car and van pool spaces convenient to the employee entrance.
- 6.10 Prohibit long-term on-street parking in the industrial and commercial areas of the city.
- 6.11 Explore requiring all businesses with 100 or more employees to work with county and regional ride sharing associations to coordinate ride sharing programs.
- 6.12 Work with VTA and the State to implement Transportation Demand Management technologies that can improve the performance, reliability, and safety of the transportation system, such as signal coordination, centralized traffic control, red-light and speed enforcement cameras, and real-time travel information.



Bikeways

Morgan Hill provides an ideal environment for cycling. The City is on relatively flat terrain and enjoys a moderate climate. As a small city, virtually any area is accessible by bicycle. In addition, the City is blessed with scenic surroundings, including many rural roads frequented by recreational cyclists that lead to the adjacent hills and agricultural lands. The City has adopted a Bikeways Master Plan to guide future implementation of a citywide bikeway system (see *Map 5*).

Goal 7: A useable and comprehensive bikeway system that safely connects neighborhoods with workplaces and community destinations

Policies

- 7a. The bikeways system shall recognize and reflect the needs and abilities of cyclists with a diverse range of age and experience, from children learning to ride bicycles to experienced adult commute cyclists.

- 7b. Encourage increased use of bicycles for adults commuting to work and for students traveling to school through a safe and efficient bikeways system, enhanced bicycle parking facilities, and bicycle safety and promotion programs, including showers for bicycle commuters at places of employment.
- 7c. Establish alternative routes, with direct routes on busy streets for experienced cyclists, and less direct routes on bicycle paths and quieter streets for less experienced and recreational cyclists.
- 7d. Development of the bikeways system shall be coordinated with the Santa Clara Countywide Trails Master Plan, the Santa Clara Countywide Bicycle Plan, the South County Joint Area Plan, the Santa Clara County Bicycle Technical Guidelines, and the California Department of Transportation Highway Design Manual.
- 7e. Where feasible, incorporate the Bicycle Technical Guidelines prepared by the Valley Transportation Authority into City standards for bicycle facility planning and design, including intersection striping, signalization, and railroad crossings.
- 7f. All multi-use bicycle/pedestrian trails shall comply with State and Federal accessibility codes and standards, such as those established by the Americans with Disability Act (ADA) and California Access Code (Title 24, California Code of Regulation).
- 7g. Private roads shall be designated as part of the bikeways plan only if there is an agreement between the City and the appropriate owner for such a designation.
- 7h. Where feasible, implement the bikeways system concurrent with adjacent development.

Establish priorities for bikeways implementation based on improving safety and enhancing both commute and recreational cycling. These priorities shall be considered in directing resources and efforts to obtain funding for implementation. Priorities shall be regularly reviewed and updated as implementation proceeds. Current priorities for implementation of the bikeways plan include the following:

 - Live Oak High School Access
 - Little Llagas Creek Trail
 - Santa Teresa and Monterey Highway Corridor Improvements
 - East West Connection to Coyote Creek Trail
- 7i. Incorporate emergency services (fire and police) into the review process for new bikeways.
- 7j. Define safe pedestrian and bicycle routes to all new schools (public and private) during the planning and design process so that these routes can be developed and in place prior to opening the school.
- 7k. For multi-jurisdictional alignments, develop partnerships with Santa Clara County to plan, finance, implement and maintain the bikeways system.
- 7l. Bicycle parking facilities shall be provided at all schools, parks, recreation facilities, commercial centers, civic buildings (including the library), transit centers, and work places based on the recommendations and standards in the Bikeways Master Plan.
- 7m. Where safety permits, improve connectivity by requiring pedestrian and bicycle public access from a cul-de-sac to an adjacent public amenity, such as a park or school, or from a cul-de-sac to an adjacent street.
- 7n. Implement and maintain the City's bikeways system based on standards established in the Bikeways Master Plan.
- 7o. Continue to encourage bicycle safety and promotion programs, in partnership with other agencies and organizations.
- 7p. Promote extension of bicycle paths in conjunction with flood control efforts.

Legend

Existing Parks & Schools Legend

Community Facilities

City Owned Parks

Schools

- Am Sierano High School MHUSD
- Burnett Elementary School MHUSD
- Burnett Middle School MHUSD
- Britton Middle School MHUSD
- Central Continuation High/Community Adult MHUSD
- El Toro Elementary School MHUSD
- Garland College
- Judson Elementary School MHUSD
- Live Oak High School MHUSD
- Nordstrom Elementary School MHUSD
- Paradise Valley/Macado Elementary School MHUSD
- P.J. Walsh Elementary School MHUSD
- Crossroads Christian School
- St. Catherine's School
- San Martin/Garwin Elementary MHUSD
- Green Academy
- Shadow Mountain Baptist School
- Dakwood Country School
- Merch Murphy Middle School MHUSD
- located outside map boundary

Class	Existing	Proposed	Description
1			Shared-Use Path
2			Bike Lane, Both Sides
2			Bike Lane, Existing One Side, Proposed Both Sides (Existing Shown on Side of Occurrence)
3			Bike Route
3b			Bike Route w/ Shoulder Stripping
			Shared Road Presented by Cofinita with Narrow, Outside Lane and Limited or no Shoulder

- Bikeways Segment #
- Connection to Existing/Proposed Trails (see Trails & Natural Resources Study)
- Trail Staging Area (see Trails & Natural Resources Study)
- Traffic Signal
- Median Refuge
- Intersection Improvement
- Bike/Pedestrian Bridge
- Refined Grade Crossing or Over/Undercrossing
- Sector Number

- Hills (Dark Points Uplift)
- City Limit
- Creeks

Notes:
This map is for planning purposes only. Many of the shared use paths identified on this map are simply proposed and are not currently open to the public for any purpose. On-street bicycle lanes, paths, and routes shown as proposed may have current conditions that are unsafe for cyclists, and the City bears no responsibility or liability for use of such paths.

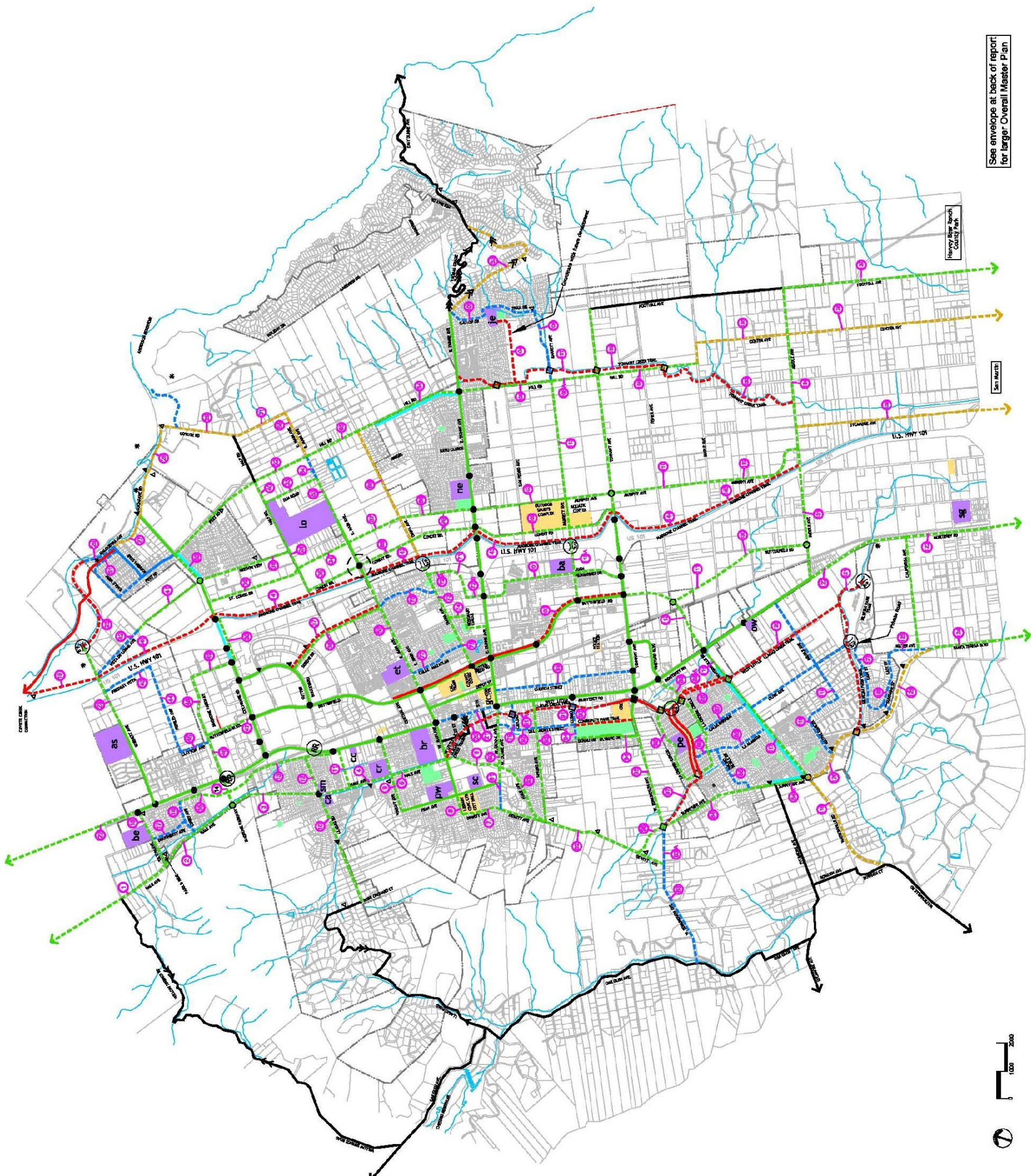
City of Morgan Hill
Bikeways Master Plan Update

Overall Master Plan

Bellinger Foster Steinmetz

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Project # 4.06.101
Date: May 2020



See envelope at back of report
for larger Overall Master Plan



Actions

- 7.1 Actively pursue a variety of funding sources for implementation of the Bikeways Master Plan, including development impact fees, incorporating improvements into larger transportation projects, requiring improvements concurrent with development, grants, and joint projects with other agencies. Grant applications shall be focused on priority projects where appropriate.
- 7.2 Coordinate with the Morgan Hill Unified School District (MHUSD) and other schools where appropriate in applying for “Safe Routes to School” and other school-related grant programs to improve bicycle connections to schools.
- 7.3 Establish a development review checklist for use by City staff to evaluate development applications and their consistency with the Bikeways Master Plan, including bicycle parking facilities and off-site improvements where appropriate, such as roadway striping, signage and intersection improvements.
- 7.4 Develop a way-finding system for the City’s bikeways network, including signage along paths, lanes and routes indicating key destination points, and a public bikeways map suitable for public distribution.
- 7.5 Incorporate bikeways maintenance tasks, (such as street sweeping and lane re-striping), into regularly-scheduled street maintenance cycles.
- 7.6 Actively pursue bicycle safety and promotion programs as outlined in the Bikeways Master Plan, encouraging partnerships with the police department, MHUSD, bicycle clubs, and other interested agencies and organizations.

Goal 8: Expanded pedestrian opportunities

Policies

- 8a. Ensure adequate pedestrian access in all developments, with special emphasis on pedestrian connections in the downtown area, in shopping areas and major work centers, including sidewalks in industrial areas in accordance with the Trails and Natural Resources Master Plan.
- 8b. Promote walking as an alternate transportation mode for its contribution to health and the reduction of energy consumption and pollution. (SCJAP 11.03).
- 8c. The Trails and pedestrian system shall recognize and reflect the needs and abilities of pedestrians with a diverse range of age and experiences.
- 8d. Development of the trails and pedestrian system shall be coordinated with the City’s Bikeways Master Plan, City standard details, Santa Clara Countywide Trails Master Plan, the Santa Clara Countywide Bicycle Plan, the South County Joint Area Plan, the Santa Clara County Bicycle Technical Guidelines, and the California Department of Transportation Highway Design Manual.
- 8e. Trails shall comply with the Trail Guidelines included in the Trails and Natural Resources Master Plan.
- 8f. All trails and pedestrian accesses shall comply with State and Federal accessibility codes and standards, such as those established by the Americans with Disability Act (ADA) and California Access Code (Title 24, California Code of Regulation).
- 8g. Where feasible, implement the trails and pedestrian system concurrent with adjacent developments.
- 8h. Incorporate emergency services (fire and police) into the review process for new trails.
- 8i. For multi-jurisdictional alignments, develop partnerships with Santa Clara County to plan, finance, implement and maintain the trail system.
- 8j. Improve sidewalk connectivity, by installing new sidewalks where they do not exist, consistent with the Trails and Natural Resources Master Plan.
- 8k. Implement and maintain the City’s trails system based on standards established in the Trails and Natural Resources Master Plan.
- 8l. Promote new trails and extend existing trails in conjunction with flood control efforts.

Actions

- 8.1 Actively pursue a variety of funding sources for implementation of the Trails and Natural Resources Master Plan, including the development of impact fees, incorporating improvements into larger transportation projects, requiring improvements concurrent with development, grants, and joint projects with other agencies. Grant applications shall be focused on projects that provide the highest use and best value for the residents of Morgan Hill.
- 8.2 Establish a development review checklist for use by City staff to evaluate development applications and their consistency with the Trails and Natural Resources Master Plan, including staging and parking areas for trail access.
- 8.3 Incorporate pedestrian and trail maintenance tasks into regularly-scheduled maintenance cycles.
- 8.4 Actively encouraging partnerships with the police department, MHUSD, County of Santa Clara and other interested agencies and local organizations to develop safe pedestrian access and trail routes throughout the City.

Goal 9: A system based on Smart Growth and Sustainable Communities strategies; reflecting a balanced, safe, multi-modal transportation system, especially in Downtown where pedestrian, bicycle and transit facilities will be emphasized along with vehicular facilities

Policies

- 9a. Use Smart Growth and Sustainable Communities principles throughout the City to create and maintain a vibrant community with a balanced, multi-modal transportation system that offers viable choices for residents, employees, customers, visitors and recreational users.
- 9b. Recognize the unique nature of and goals for Downtown Morgan Hill as the transit hub of the city and as a center for shopping, business, entertainment, civic and cultural events, and higher-density, mixed-use living opportunities; and exempt the Downtown core intersections from meeting vehicular traffic level of service standard and from traffic mitigation requirements consistent with Policy 3d. This exemption would not preclude the City, Redevelopment Agency, developers and property owners from voluntarily implementing improvements and employing operational strategies to improve level of service, especially at the Main/Monterey intersection if and when land uses redevelop.

Actions

- 9.1 Establish a LOS “F” Policy standard for Downtown at Main/Monterey, along Monterey Road between Main and Fifth Street, and along Depot Street at First through Fifth Streets (see Goal 3, Policy 3d).
- 9.2 In order to provide a transition to intersections and road segments that have established Level of Service standards of “E” or “F”, for freeway zone intersections, freeway ramps and the Downtown, establish selected intersections and segments that are designed to an acceptable LOS “E” standard for peak hours. (see Goal 3, Policy 3d) However, require projects to pay the city’s standard traffic impact fees imposed on new developments in accordance with the adopted impact fee schedule.
- 9.3 In order not to overbuild intersections and segments on facilities which serve a significant component of sub-regional and regional through traffic in peak hours, and to protect neighborhoods, and to create an incentive for using alternate modes of travel, and to reduce the incentive for regional travel to be drawn off of the freeway and onto local neighborhood streets, establish a Level of Service “E” standard and design standard for selected intersections and segments. (see Goal 3, Policy 3d)
- 9.4 For roadway transportation facilities, when future traffic studies determine that an intersection, roadway segment, or freeway ramp/zone level of service will fall below its adopted standard, then the transportation studies will identify appropriate mitigation measures to ensure that the applicable

level of service standard is attained. If a proposed traffic mitigation measure requires improvements for vehicular transportation that are beyond the jurisdiction of the City of Morgan Hill; and/or lead to an over-built intersection; and/or would have unacceptable impacts on existing buildings, or existing or planned transportation facilities and/or alternate modes of transportation including roads, sidewalks, bicycle and transit facilities; the City may (but would not be required to) impose alternative mitigation measures that do not create the unacceptable impacts. If the measures retain the “pre-project” level of service standard for the affected facilities then an Environmental Impact Report may not be required. However, it may be necessary for the City to prepare and certify an Environmental Impact Report, and adopt a Statement of Overriding Considerations, if a project’s impacts cannot be mitigated in an acceptable manner but the City determines to approve the project. In this situation, the City may still require feasible mitigation measures and/or conditions of approval to require contributions to improving the city’s transportation system.

- 9.5 The types of impacts from identified vehicular traffic mitigation measures that may be determined by the City to be unacceptable include but are not limited to the following:
- a. Those that would encourage substantial neighborhood or community cut-through traffic;
 - b. Those that would eliminate or reduce the width of a sidewalk below minimum city standard, where there is not sufficient planned public right-of-way to relocate the sidewalk;
 - c. Those that would eliminating a bicycle lane or reduce its width below city standard, where there is not sufficient planned public right-of-way to relocate the bicycle lane;
 - d. Those that would create unsafe pedestrian, bicycle or vehicular operating conditions
 - e. Those that would eliminate a bus stop or a parking lane that accommodates a bus stop, which cannot be relocated
 - f. Those that would require acquisition of substantial existing buildings, and/or extraordinarily high cost of land acquisition, or an extraordinarily high project cost in relation to benefits achieved.
- 9.6 Alternate mitigation measures and/or conditions of approval may include but not be limited to making improvements to other facilities that assist with maintaining or improving projected levels of service, payment of an in-lieu fee to the city to be used to improve other components of the city’s transportation system, developer installation of transportation improvements, and/or incorporation of physical features and operational programs into a project that support Trip Reduction/Travel Demand Management goals.
- 9.7 While mitigation measures may not be required because level of service would not fall below an applicable LOS E or F standard, the City, Redevelopment Agency, developers, property owners and others are not precluded from identifying and implementing improvements and strategies to improve level of service and reduce congestion. The City should periodically monitor actual traffic conditions and accident data and identify improvements and/or operational strategies that would improve safety and congestion levels, as practical and cost-effective.
- 9.8 For unsignalized intersections in the downtown area and other key city locations, the City should undertake regular or periodic monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants to prioritize and program intersections for signalization, as practical and cost-effective.
- 9.9 In order to prevent significant noise impacts on neighborhood residents which are related to roadway extensions or construction of new roadways, the City shall require completion of a detailed noise study during project-level design to quantify noise levels generated by projects such as the Murphy Avenue extension to Mission View Drive and the Walnut Grove Extension to Diana Avenue. The study limits should include noise sensitive land uses adjacent to the project alignment as well as those along existing segments that would be connected to new segments. A significant impact would be identified where traffic noise levels would exceed the “normally acceptable” noise level standard for residential land uses and/or where ambient noise levels would be substantially increased with the project. Project specific mitigation measures could include, but not be limited to, considering the location of the planned roadway alignment relative to existing receivers in the vicinity, evaluating the use of noise barriers to attenuate project-generated traffic noise, and/or

evaluating the use of “quiet pavement” to minimize traffic noise levels at the source. Mitigation should be designed to reduce noise levels into compliance with “normally acceptable” levels for residential noise and land use compatibility.

- 9.10 In order to prevent significant noise impacts on sensitive receptors and neighborhood residents which are related to an at-grade Madrone Parkway Crossing of the UPRR tracks, during project-level design, conduct a detailed noise study to calculate noise levels expected as a result of train warning whistles and warning bells that would be sounded, and to calculate the increase in ambient noise levels resulting from the project. The study limits should include noise sensitive land uses north and south of the at-grade crossing as warning whistles would be expected up to one-quarter mile in each direction. A significant impact would be identified where (it is likely that these receivers are already exposed to noise levels above 60 dBA L_{dn}) where ambient noise levels would be substantially increased with the project. Project specific mitigation measures should include, but not be limited to, evaluating the use of noise barriers to attenuate the warning whistle/bell noise, residential sound insulation, utilizing wayside horns, and/or establishing a train whistle quiet zone per the Federal Railroad Administration’s *Final Rule on the Use of Locomotive Horns at Highway-Rail Grade Crossings*. Mitigation should be designed to avoid a substantial permanent increase in noise.